Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **867** **Const Calendar Day:** 396 **Date:** **05-Jul-2013** **Friday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Wilcox, Jason** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
Precipitation 0.00" **Condition** Partly cloudy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Continued to review project control for the entire SFOBB laser scan. Continued to draft a schedule and plan details of the surveys, personnel, and equipment necessary to complete this task.

- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco, IPMC, and other ABFJV personnel.

- Resumed assessing a survey that could be done for determining plumbness of the new east span SFOBB light poles. Specifically 13 light poles on the W-Line OTD need to be surveyed prior to grouting operations by the Subcontractor Bleyco and Caltrans approval is needed.

04-0120F4 **Bid Item: 045** **E-HGA-SBI.045** **E Line Hinge A Spherical Bushing Bearing Install**

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	JNM	MARCELO DE GUZMAN	2.50	0.00	0.00	2.50		☐
Ironworker	APP	MARIO ANGUIANO	2.50	0.00	0.00	2.50		☐
Ironworker	JNM	MATTHEW COCHRAN	2.50	0.00	0.00	2.50		☐
Ironworker	JNM	MICHAEL DRAPER	2.50	0.00	0.00	2.50		☐

Diary: Dispute ☐

Work description. **045** E-HGA-SBI.045

- Today the operation to detension, raise, and retension the permanent bearing anchor rods per RFI3329R00 began at 7:00am. Similar to yesterday the anchor rods were stressed with the same pumps/gauges at both locations with the following Boltight equipment:

Top of anchor rod: Pump - 59836 0577000106
Gauge - 29901041/18
Jack - RN7206 (taken out of service from yesterday)
RN7203

Bottom of anchor rod: Pump - 63622 2222000139
Gauge - 10904917/25
Jack - RN7104

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Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 867 **Date:** 05-Jul-2013 Friday

The following remaining bearing anchor rods were completed this morning without any issues:

1.) B4B8, B4C8, and B4B1 to B4E1

2.) B2B8 and B2D8

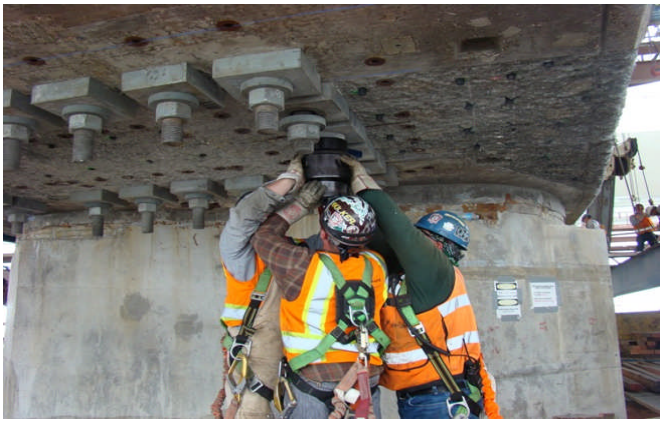
Another attempt on anchor rods B1B1 and B1C1 was attempted using the pump and jack from the bottom. Once again the effort to tighten and turn the nut on these two rods was unsuccessful. However using this pump/jack the recorded Pjack value was 15.0ksi on B1B1 and 17.0ksi for B1C1. ABF engineer Adam Reeve informed me that a beveled washer was being made to try and seat the jack properly. Hopefully this will allow the nut to be tightened/turned to lock the Pjack load of 19.5ksi in the rod. See photos below for the damage to the nut/washer as a result of eccentric/partial bearing between the washer and jack bridge.

The ironworkers cleaned grouting debris from the washer and nut prior to being raised. It should be noted that ABF engineer Adam Reeve was present for the entire operation and continued to operate the top end jack.

Attachment

Washer and nut of anchor rod B1C1 where the marks show how the gear box unevenly tightened the nut after retensioning the rod.

Jack bridge not in full contact with the washer for anchor rod B1C1 preventing turning the nut at the Pjack pressure of 19.5ksi.



ABF ironworkers installing the three components of the Boltight jack on the bottom portion of the B4C1 anchor rod.

Grouting debris seen on the bottom washer after detensioning and raising the rod.